

1996-2



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**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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There are a very limited number of 10th Anniversary full color back issues available from Saul Bobroff, at a cost of \$10.00 each. First come first served. Overseas members add \$2.00 for shipping/handling.

George Piaster has a few original unfolded/stapled copies of the 10th Anniversary cover-suitable for framing-available, at the cost of \$25.00 per each which includes shipping/handling. Write to George at 5 Mayone Dr., Halifax, MA 02338.

The Bottle Shipwright

Volume 14. Number 2.

Association Officers

JACK HINKLEY	President	REGULAR FEATURES
FRANK SKURKA	Vice-President	FROM THE PRESIDENT
DON HUBBARD	Membership/Treasurer	ALL HANDS
RAY HANDEWERKER	Editor	FROM THE MEMBERS
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ON THE COVER - USS KIDD. (DD-661)		GEOGRAPHY
		DETAILED
		BILL WESTERVELT
		BACK COVER - New Member H. Humston's excellent work.

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 prez sez

...ATTENTION ON DECK! THIS IS THE CAPTAIN!!



Scuttlebutt has it that a record number of members and families have signed up for our Conference in Baton Rouge in October. This is great news and we hope that more of our members will sign up and join in.

The conference is an opportunity for our members to meet one another in good fellowship and to see the truly spectacular work that our members are turning out. It is an opportunity to display your own work either as a new builder or an old timer in company with that of your peers.

Keep in mind the Old Ironsides Era Competition in Boston in 1997. Write to Margherita Dwyer, Associate Curator, USS Constitution Museum, P.O.Box 1812, Boston, Ma. 02129 for entry information. Bottleships will be accepted according to Ms Dwyer. There is a great opportunity to display your work at a historic event.. celebrating the 200th birthday of Old Ironsides.

Bill Westervelt...RETIRED.. Congratulations, Bill. Hope your "Card Shower" was a great event. Now "DO" all of those Bottles.

HIT THE BOTTLE *Jack* 1.

Send Material for the Editor to ----
5075 Freeport Drive, Spring Hill, Fl., 34606

Ray Handwerker

Those of you that have attended any of our past Conferences probably were lucky enough to meet and talk to Helen Skurka, wife of our Vice-President Frank Skurka. It is with great personal sadness, that I report to you, that Helen Passed away in the beginning of April. No, Helen did not build SIB's, but I have a feeling that if she had, we would have seen some really fine art. Our deepest condolences to Frank and her Family. We will miss her support and encouragement. Nancy and I will miss her as a friend.

I would like to welcome John Frazier (who jumped ship in Maryland) and his wife Phillip, the three dogs, the turtles and the gold fish to Freeport Drive, Springhill, Florida.

Conference planning is going well and more information will be forth coming by separate mailing for those of you that signed up.

Now lets refill these bottles.

WELCOME ABOARD NEW MEMBERS.

Paul L. Bartholomew III, 501 North Providence Road # 714 Media, Pa. 19063.
Ron Brown, # 4 Fisher St. Canning Town, London, E16-4DN England.
John Dawson, 61 Wright St. Stoneham, Ma. 02180.
Glen Engler, 3604 Oak Knoll Dr. Newwood City, Ga. 94062-3421.
Robert Evans, 829 Robin Meadow Dr. Desoto, Tx. 75115-4630.
Harold Hammon, 38 Deepcar, Sheffield, 530-5TH England.
George A. McCarthy, 14326 Starrcross St. Brooksville, Fl. 34613-5952.
Thomas Joe McKeand Jr. 132 Oystar Creek # 55 Lake Jackson, Tx. 77566.
Joseph M. Neasham, 6805 Columbine, Flagstaff, Arizona, 86004.
John L. Ramsey, 1954 N. Dayton Ave. Flagler Beach, Fl. 32136.
Robert W. Taylor, 50 Center St. Algonquin, Il. 60102.
Harry J. Valencia, 741 E. Kipppatrick Dr. Needley, Ca. 93654.

ADDRESS CHANGER.

Norman D. Adams, 8855 FM 390 E. Brenham, Tx. 77833.
David L. Biagiotti, 1357 Old Drum Rd. Mt. Boliwar, Oh. 44612.
John Frazier, 5154 Freeport Dr. Springhill, Fl. 34606.
Trevor L. Gabb, 29 Valleyview Crescent, Belleville, Ontario, Canada K0P-3E9.
George Pinter, 5 Marjorie Dr. Halifax, Ns. B2J3B6.
Dale Sharrick, 3043 Hollins Lane, Waldorf, Md. 20601.
Joseph A. Tiews, P.O.Box 1933, Daytona Beach, Fl. 32115.

If I missed anyone, my apologies, and drop me a line for a correction in the next issue.

We now have a COMPLETE index of all past Bottles Shipwright's thanks to the untiring efforts of Saul Bobroff. Don Hubbard has agreed to reprint them and have three three holes punched so they will fit in a loose leaf note book. This will make it easier for future additions to be added. If you are interested in obtaining the index send a check or money order for \$3.50 to Don Hubbard, P.O.Box 180550, Coronado, Ca. 92178 to cover the cost of mailing. Overseas members sent \$4.50.

Don just sent in the new members name,
Tony McNelly, 1152 Linbrook Rd. Oakville, Ontario, L6J-2L4 Canada.



Five masted schooner



V.L.-92



A typical American five master

She would be built around 1900 somewhere in Maine. Her dimensions:
Length: 290 ft Beam: 46 ft Depth: 22 ft 6 in.
Tonnage: 2650 gross, 2380 net

Hull: Black with white trimmings and a white stripe at deck level
Rail and stanchions: White
Masts and spars: Oiled wood with white doublings and tips
Deck houses: White with wooden roof Skylights: White
Hatches: Grey or green
Boats: White

Yours,

This is the last of the plans you send and we thank you.
I would also accept your offer of additional plans.

ADVERTISING RATES.
Business Card- \$10.
One Quarter Page- \$20.
One Third Page- \$30.

Full Page- \$60. The copy will be printed in four consecutive issues
(One year) from the closest publication date of receipt. Checks for ads
should be made payable to: "The Ships-in-Bottles Association of America"
and sent along with Ad copy to: Mr. Don Hubbard, P.O. Box 180550,
Coronado, Ca. 92178.

HOLLAND

I am just recovering from a too rough winter and a too cold spring, but as my old father always said: "Don't fight the weather or your wife, 'cos you will always lose!" Therefore let's talk business.

In "The Bottle Shipwright" 1996-1 I read an article about seas and scenery in the bottle. The author Mr. David Smith-Denny dissuades us from using putty for various reasons, but to my opinion (not humble!) his remarks won't wash. I have made close to 500 SIB's and I never used anything but putty. We call it glazier's putty. In my collection I have a few r 1880 SIB's and there is no browning residue nor are there cracks in the sea. I still recommend glazier's putty over any modern artificial clay.

Stranger, pause here and think of us awhile,
who loved the sea in our boyhood's days.
Brothers in death and life, whom many a mile
has sundered; for amid the restless waves
where northern waters roll, one rests, and one
sleeps under the ice under the polar sun.

I found this poem in my notebook and it was titled "Murmansk", so it refers to a period that lies 50 years behind us. I don't know who wrote it, but if I think back of that awful time, I shiver.

About getting nice bottles. I gave a ship-in-a-bottle to the owner of a pub nearby and he allowed me to stick a label on those bottles that I needed for my hobby. A cheap investment and it gave me a nice variety in the bottles that I used for my SIB activities.

In "The Bottle Shipwright" 1990-4 I wrote a few lines about an old SIB that I found in the flea-market. A three-masted bark-ship "ANNA" under a Dutch flag. I would like to know from Harb Henly what flag his "ANNA" is carrying, since Anna is not a typical American or English name as far as I know. Am I wrong?

Our colleagues in Germany are going to found a special SIB museum, that in the beginning will be mobile and travel along the coast from town to town. At a later date the collection will find a final destination in Lübeck. So if you wish your SIB's to be exhibited in a museum during your lifetime, please contact Mr. Gerhard G. Herrling,
Theodor-Heuss-Straße 7a,
23560 LÜBECK,
Germany.
who is in charge of the organization.

There is further little news from this side of the world. I end with an old Spanish wish: Salud, pasates y mujeres y mucho tiempo para gustarles! In plain English: Health, money and women and lots of time to enjoy it all!

Bob de Jongste, the Hague, Netherlands.

HOLLAND

SOMETHING....FOR YOUR WIFE!

When the seafarers or fishermen were away from home, the women used some of their scarce sparetime for embroidery and, as you will understand, most of the work had to do with ships and sailing. A journal in Holland, something like "The Ladies Home Journal" in the USA, published some pictures of samplers (is this the right word?) and I just thought, that this might be something for your wife, so that your better-half has something to do when you are working on your SIB's. Our wives have so little to do nowadays with their modern dishwashers, washing machines, vacuums, microwaves etc. that they don't know what to do with their sparetime and this here is a good solution.

You remember the story of the boy coming home and asking his father: "Where is Mom, Dad?" And Daddy answered: "She is negging the flowers in the garden, see!" Well, with some embroidery, you can be of the hook for some hours, so try to convince her.

By the way, the people put the embroidery in a wooden frame and that's where you come in the picture again and you can show how clever you are.

At the present time the real stuff can only be found in museums or in private houses, from father to son or from mother to daughter. Owing to the fact that the fishermen were poor in these days, such samplers were mostly given away as a present for special occasions like wedding, birth and so on.

I sincerely hope that your wife is successful!

MAASSLUIS.

Maassluis is a small township along the river Maas, sometimes called the river Meuse and this little town is the proud owner of a special tug-boat museum. As far as we know this museum is unique in the world. The Dutch Association has been invited to show their SIB's during a special steam-tug-boat exposition. The SIB's shown, will be mainly tug-boats or sailing ships tugged to see. The exposition will last a few weeks during the tourist season and consequently we do hope to catch a few new members for home or abroad. We will publish the names of all the associations.

The truth and nothing but the truth!

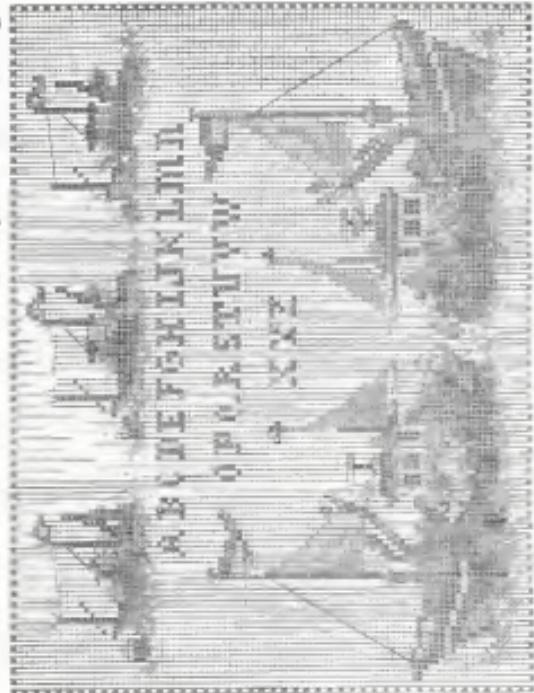
Women have more fantasy than men! They need it in order to tell us how fantastic we are!

SAIL AMSTERDAM.

There is quite a possibility, that SAIL AMSTERDAM happened for the last time. Ships, that are invited, do ask a very high entrance-fee in order to be able to pay their crew and the upkeep of the ship. Specially the Russische ships do not come cheap nowadays.

Bob de Jongste, the Hague, Netherlands.

De vissersbootjes-merkrap



- [6] - room black
- [4] - backstitch cobaltblue
- [8] - stem blue
- [6] - cord red
- [1] - eye white
- [6] - hair light greygreen
- [6] - eye pink
- [1] - hair greygreen
- [1] - hair greygreen
- [1] - eye orange
- [1] - eye yellowwhite
- [8] - hair lightyellow
- [1] - eye yellow
- [8] - hair lightblue
- [6] - comb red/middleblue
- [6] - hair black

Dear ladies,
If something is not clear
to you, please let me
know. I am no expert, but
I can always fall back on
the lady-author of this
specific article.

FROM HOLLAND WITH LOVE!

Bob de Jonge
Van Moortelbekkerveet 13,
2528A THE HAGUE,
Netherlands.

TURNING THREAD INTO MINIATURE LUMBER

Some time ago, I started experimenting with thread stiffened with glue, as a substitute for wood, in making small scale models. I had long since found that wood lacks strength when working in very small scale. In working with different numbers (sizes) and colors of thread, I soon discovered that I had a veritable lumber yard at my disposal, for use in building my small models.

In preparing the thread, I cut a piece of thread, eighteen to twenty-four inches in length. I then clip one end into the jaws of a clip type clothes pin in which I have drilled a hole for hanging. Next, I put a big drop of white glue on my thumb and close tightly with my index finger, picking up the clothes pin with the thread attached. I quickly draw the whole length of the thread through the glue, three or four times. Practice here will help to decide how many draws to make, as using too many, the glue starts to dry and leaves a rough surface on the thread. Quickly hang the clothes pin with the glue treated thread on a hook or nail, and attach a second clothespin to the other end of the glue treated thread to act as a weight. When the lower clothespin is released, it will start to spin in the direction of the lay in which the thread is wrapped. Watch this closely, stopping the spin often to check. Do this until the pin used for a weight spins no more. Try not to let it spin past its stopping point, as it will start to wind itself the other way, past the natural lay of the thread. I usually do several sizes and colors of thread that I will be using on my model in this manner. I then let all dry overnight. The next day, I can cut all the treated thread into handy size lengths or cut bits as needed from my "hanging forest".

Once the thread has cured, it can stand a couple wisps with fine sand paper, to smooth any rough spots, but if the place is not too long, I prefer to roll it on my palm, with my index finger. The moisture in the hand helps smooth, round, and straighten the place of thread. I have also found the treated thread can be flattened by tapping with a small hammer, malleted, if need be, and I have on occasion, drilled holes in it. I have used thread treated in this manner in making hooks, anchors, ships' wheels, frames for side paddle wheels, and stern paddle wheels, for steamship models, doors and window frames, and moulding for houses and dock furniture.

The following photos show a ship's boat 5/8" long, by 3/16" in the beam and a small topsail schooner of the same dimensions, as they were both worked on the same jig, also shown in the following photos, is the jig upon which they were made. The jig was carved on the end of a craft stick as shown in Figure 1, which also shows notches cut for holding the long thread (A) which will become the ribs of the boat or ship whichever is being built. Be sure this thread is long enough to wrap the whole form. This can be done by wrapping a piece of untreated thread around the form and then cutting a piece of treated thread of the same length, as in fig. 2. The keel thread can be much shorter, as after one end is glued into the hole drilled at (B), it is drawn across the ribs and pulled into slot cut at (C), to hold it in place until it is glued to each rib. This is done by painting white glue

Turning Thread into Miniature Lumber--Page 2

on both sides of every juncture of the keel piece and the ribs, as in Fig 3. Take care not to get glue on the wood form, as it will make it hard to get the hull off the form. The next step is planking the hull, as is done with any other model. A line can be drawn on the form, both sides to aid in getting the gunwhales in place, then plank down to the keel. When planking is finished, and all glue dry, the model is removed from the jig, by cutting the thread along the top of the gunwhales, and then carefully working the hull off the form. Save the jig, as it can be used again and again. Redrill the hole for the keel piece and clean the glue out of the notches and the jig is ready for the next model. Once the hull has been removed from the jig, it can be mounted to a dowel by the keel, this forms a handle for working on the inside of the hull, aiding the thwart, stern and bow sheets.

The ship model is planked, cut away, and removed and glued to a dowel by the keel from the jig in the same was as the ship boat, but here deck beams are glued in place to hold the decking. The first piece of decking is placed down the center, bow to stern, and on this two-mast, it is cut in three pieces. The first piece runs from bow to the fore mast, the next runs from fore mast to main mast and the last piece from the main mast to stern. A piece of scrap, the size of the mast can be inserted to make the proper size hole in the decking. The masts are stepped through these holes to the keel in the same manner as any other model.

The nests and bow sprit are made of wood as the thread is not strong enough to hold the rigging.

G. Don Bradley

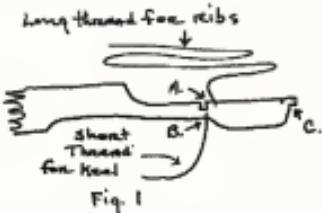


Fig. 1



Fig. 2

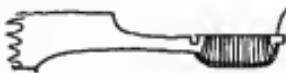


Fig. 3

Turning Thread Into Miniature Lumber--Page 3.



9.

Wooden Half - Finished Product For Masts

by Artem Popov

How the wooden sticks of any diameter can be produced? It is possible easily and quickly to produce at the help usual disks used for treading of screws. (I do not know how it will be by English. Can be screw - plate?)

The half - finished piece of wood clutches in a drill machine, and to pass through the screw - plate of suitable of the size. The operation is repeating, but already with screw-plate of a smaller diameter. So do until the mast will not reach a necessary diameter. Final processing is done with the help of the sandpaper, not taking out the mast from drill machine.

You can provide the screw-plate from 1,5 mm to 5,0 mm with a step - 0,5 mm. It is speed up your works by making a masts, yards, and other details.



If somebody wrote to me but have not my reply, will you be kind enough to repeat it again (the post may lost the letter). I answer on all the letters. (The letter can be walking about 10 - 30 days).

My address: Artem Popov, 121353, st. Vyazemskaya, 24-139, Moscow, Russia.

Ship Modeling Information Expanding on the Internet

by Arlene Popov

Recently, I started surfing the Internet. (The Information Super Highway comes to Russia too!) Because finding ship information is limited, I decided to go to the internet Internet provider and get connected. The amount of information available was staggering. I could sit at home and circumnavigate the world. Via Internet, I was able to get the latest news, look at photographs, listen to music, etc. You can find just about any information you are looking for.

What information was I looking for? Anything on ships in bottles of course. Sadly, I was unable to find anything. However, when I used the keywords SHIP MODEL, I was able to locate many ship modeling sites. There were much more than I expected: collections on ship photos, virtual museum resources and ship model magazines, books, addresses of shops for models, etc. There were also hundreds of modellers discussing ship modeling problems over the Internet.

I remembered from an article in the British Shipwright that Rick Haggie from Maryland, USA has a computer. I sent him a letter with my e-mail address. We now write each other over the Internet. E-mail is very convenient since it takes only minutes - an ordinary letter can take between 10 to 30 days!

The only bad thing about the Internet was the total lack of information about ships in bottles. I decided to fill the void by creating my own Ships in Bottles page on the Internet. Rick helped me by writing some of the page and sending some photos of his work. Hopefully, this page will become the Internet magazine of Ships in Bottles URL at http://194.89.117.36/R_CLUB/SHIPShop_e.HTM
E-mail is Arlene Popov: spopov@prodigy.net





Calling
ALL HANDS The life and times of
John William Frazier.
by
Francis J. Skorka

Born on February 13, 1952 in Lancaster, Ohio. He was educated in Ohio. He served in the U.S. Army as a medical corpsman. He served in Germany, third squadron, 12th Cavalry, third armored division for sixteen months and served in Viet Nam from 1971-1972 as a Combat Medic. He was wounded and received the Purple Heart and Army Commendation medals.

Following Viet Nam he became an orthopedic technician at Walter Reed Army Medical Center, was on the staff of the Surgeon General in Washington, D.C. and was studying to be a clinical specialist at Andrew Radcliff Clinic, Fort Myers, Virginia.

He was honorably discharged from the Army in 1973. He continued in the medical profession for the next six years after which he went into construction until 1985. In 1986 he became an apartment manager in Columbus, Ohio.

Shortly thereafter he was in a traffic accident (Head-on collision) which curtailed his activities immensely. In 1987, after his third back surgery, he had a heart attack and by-pass surgery. During a prolonged recovery period, he became interested in building ships in bottles, after reading an article in Model Ship Builder. For many years he had built large ship models, some plastic and some wood, which included a 1/100th scale model of Noah's Ark which he helped design and build for the Creation Research Education Science Foundation. This work is still on display, and can be seen at various colleges and churches throughout the country. He has always been interested in modeling. He has been building model ships for over twenty years, some of which include the Constitution, the Robert E. Lee, the Southern Bell, the Sea Witch, the Cutty Sark and some 16th and 17th century ships, just to name a few. He started showing his work at the local county fair and the Ohio State Fair in 1988, 1989 and 1990. He also presented his work at the local library and art galleries in Columbus, Ohio and was featured in several county newspapers and was interviewed by local radio stations. When he moved to Maryland, a friend showed him an article in the Washington Post about the Maryland Chapter of the Ships in Bottles Association. Upon meeting Michael Moriarty, he joined the Maryland Chapter in 1993.

Since joining SIBAA he has presented several public demonstrations at the Ocean City Life Saving Museum, Ocean City, Maryland, and displayed his work with the Maryland Chapter at the Washington Navy Yard, Washington, D.C. He has also displayed his work at the 1994 National Conference in Savannah, Georgia and the 1995 Eastern Regional Conference in St. Michaels, Maryland.

He very much enjoyed making the video for the Eastern Regional Conference (which you all have seen, or at least heard about). If you have not seen this delightful spoof on model ship building, contact Richard Hegge to get a copy of a truly entertaining (and/or bewildering) few minutes of fun, fact and fiction.

ALL HANDS (continued)

He and his wife, Phyllis, will soon be moving south to Spring Hill, Florida to join the ranks (or "walk the planks") of Ray and Nancy Handwerker and expect lots of light-humored mutual harassment and look forward to working on the Bottle Shipwright with Ray.....so stay tuned folks....

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John Frazier (Left) shows his brother Garry his version of "Moby Dick"



A close up of "Ahab's Last Ride" with the Pequod and Queequeg's coffin in attendance just ahead of Moby Dicks head.

B. DE JONGSTE
van Hoornstraat 13
2582 RA THE HAGUE
Netherlands

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Don Hubbard and Bill Westervelt and again updated by Bob de
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Publications, London, New York. 1948, 64 pages.

Naisham, Jack. MODELLING SHIPS IN BOTTLES. Collier Booke
New York, 1973, 64 pages.

Needham, Jack. MODELLING SHIPS IN BOTTLES. Patrick Ste-
phens Ltd., England 2nd ed. 1985, 168 pages.
ISBN 0-85059-729-3.

Okeda, Juso. SHIPS IN BOTTLES OF THE WORLD. Japanese ships in bottles. Promotion Association. 1985, 128 pages.
(this is a picture book.)

Rousch, Ronald. BOTTLING SHIPS AND HOUSES. TAB Books Inc. USA. 1985, 212 pages, ISBN 0-85059-729-3

Seilor, Sam. SAILOR SAM'S SECRET SHIPS IN BOTTLES. Cooper Craft Ltd., Norwich, England.

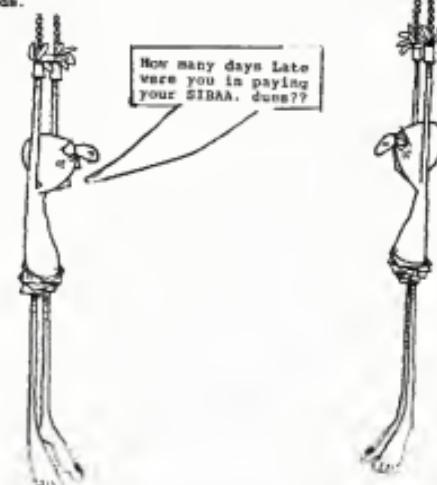
Schouten, Joop van. SAILING IN GLASS. Baars'Publ. Co. USA and Nautical Books MacMillan Ltd. London.

Tangermann, E.J. WHITTLING AND WOODCARVING. Dover Publications Inc. New York. repr.1962, 293 pages ISBN 0-486-20965-2.

Thorna, Peter. SECRETS OF SHIPS IN BOTTLES. Model & Allied Publ.Ltd. Kings Langley. 1960 - 63 pages. ISBN 0-85344-063-8

The bibliography makes no claim to be comprehensive. There are undoubtedly several books missing and probably there are some mistakes in the ones mentioned before. Corrections and additions will be most welcome. If you have any, please give us as much information as possible. Specially the ISBN number is important.

Please send your information direct to:
Bob de Jongste,
Van Hoornbastketstraat 13,
2582RA THE HAGUE,
Netherlands.

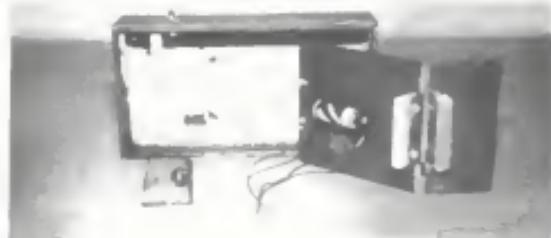


A DIORAMA IN A 150 WATT BULB.
From Jack Hinkley.

I recently completed a couple of dioramas in 150 watt light bulbs, one with a lighthouse and two cottages with lights that would light. Then one with a lighthouse, two cottages and a small single masted classboat in an inlet, and they would all light. The last one had the lighthouse, cottages, small sailboat and to it I added a two tent campsite with a red glowing, smoking campfire. It gets tough building these because as I use the light bulb it gets darker in the house making it hard to see.



The bulb ready to go.



The base (box) showing the battery and hinges.



Lighthouse, boat, cottages and campsite with wiring. The boat is on 16. a portable rigging stand to accommodate the tiny bulb and wiring.

BIGORAMA IN A BULB (Continued)



The wiring finished



Finished, with the lights on. Water and terrain are modeling clay.

A message from the editor:

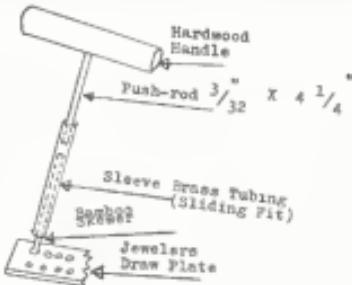
Bill Westervelt has asked me to convey his thanks to those of you who sent in hints and tips for his details column. Unfortunately there were not enough of you willing to divulge your secrets. Lack of input (or is it lack of interest) has caused him to discontinue writing the column.

This is a loss, both to you and to the new members who join looking for help in getting started, or solving a problem in order to finish. Frank Skurka has a similar problem with his "All Hands" requests, if one out of 25 respond he considers himself lucky.

And I will not even bore you with getting input for an entire issue. Gentlemen- This journal is about who you are, what you do, and how you do it. And the old excuse " Let somebody else do it" only works for so long. Without " YOUR " photos, articles, hints and tips, this journal gets shorter and shorter, until it disappears.

Think about it!

POSH ROD WITH SLEEVE.
by Hugh Pyffe.



This "Sleeved Push Rod" enables me to shave Bamboo skewers (available in most super markets) down to almost any size I need, without hammering, when used with the jewelers draw plate I bought from Micro-Mark.

My push rod is sized to be a bit larger than the largest hole in the draw plate.

The skewer must be smaller and shorter than the sleeve. To use, slide the sleeve over the skewer and insert push rod, align assembly with the appropriate hole in the draw plate. Use the wooden handle to push the skewer through the hole. Repeat this operation in the same hole until the skewer is shaved to that diameter. Move to the next smaller hole, and repeat the procedure, moving to each smaller hole until the mast or spar is the diameter you want. This sure makes the job of making masts and spars easier.



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R Letters
R from the members

Two of the new crew members we welcome aboard in this issue have joined us from the other side of the pond, and are members of the European Association of Ships in Bottles. And I know that Ron Brown of London, England, is going to send in some photos of his work. Harold Huston already has as you can see by looking at the back cover. Harold hails from Sheffield, England and has been bottling for fifty years. Your wife sounds like mine, mine wishes I could put SIB's in bottles as fast as I can empty them.

Four new crew members claim no experience Glenn Engler of Redwood City California has started by buying how to books and emptying a few scotch bottles. Thomas J. McKeand Jr of Lake Jackson, Texas is looking for some How to books so he can get started. Robert W. Taylor of Algonquin, Illinois, and Harry J. Valencia of Reddley, California, also claim no experience, but wish to get started. Gentlemen- remember this hobby can be habit forming.

The other seven that have signed on, Paul L. Bartholomew III of Media, Pennsylvania is "A Master Mariner and son of a Master Mariner". His father was Chief Engineer on the "Amrika" (Paul -Please send in a photo of your S.S. Inchicliff Castle if you can). John Dawson of Stoneham Massachusetts is an able bodied seaman and like Russell Rowley builds his SIB's while on board ship the M/V Lumenus. Robert Evans of Denton, Texas and his son are currently working on putting the Ethan Allen (SSBN-608) in a bottle as a gift for a friend. Bob I put the Albuquerque (SSN-706) in a 1.75Ltr. Bombay Gin Bottle for the son of a friend who was serving aboard her.

George A. McCarthy of Brooksville, Florida Joined us after John Frazier and I talked to him at a Suncoast Ship Model Society meeting. Tony McNeilly of Ontario, Canada has so far built a Schooner, a square rig Frigate and a New England Schooner and is looking for tips and guidance, we will try to help tony. Joseph M. Neahan of Flagstaff, Arizona has completed one Sib and has four others under construction . Joseph - if you put that S-17 in a bottle please send a picture and a short article on how to. I have been thinking of putting a Peter four zero (P-40) from the AVG in a bottle. (AVG = Flying Tigers). And last (alphabetically) John L. Ramsey of Flagler Beach, Florida is working on his first SIB, but he has lots of experience with model ships and planes.

Welcome Aboard and remember I Can't print what you don't send.



H.Huston's "Moshulu" with Steam Tug and Light House background scene. 19.



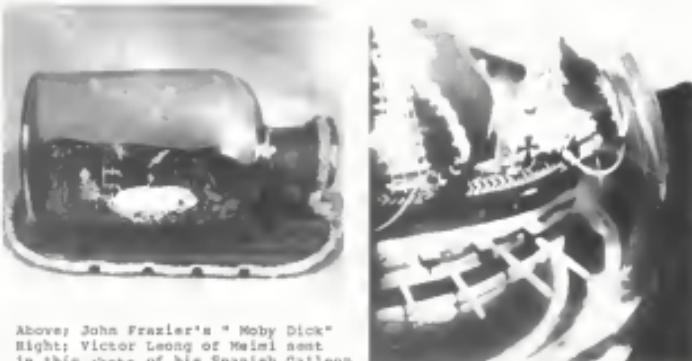
Member James B. Melton, 5136 North 33rd St. Arlington, Va. 22207-1854 wrote and has the following for sale: copies of the *Bottle Shipwright* from 1983 to present and a "Princess Royal-1861" Ship in a bottle kit.

Chris A. Stickland, 2077 Marine Dr. Oakville, Ontario L6L 1B8 Canada, wrote to offer a large variety of light bulbs, from 2mm computer light all the way up to 5000 watt light house bulb. (I would like a couple of those 5000 watters Chris if you can bring them to the conference!) Chris plans to bring a variety to the conference. Anyone interested can contact Chris and let him know what you would like him to bring. Thanks Chris.

Saul Bobroff is interested in setting up a web site for SIBAA and wants to know if there is enough computer hardware that our members have to start sharing info on SIBA's.

- 1- Do you use the internet?
- 2- If you use the internet, can we get your internet name and address for a listing of SIBAA members?
- 3- Is there any interest in a web site?
- 4- Do you want a copy of the SIB issue index created on an IBM computer using Micro Soft Excel.

Contact Saul Bobroff, 31 Washington St. Beverly, Ma. 01915.



Above: John Frazier's "Moby Dick" Right: Victor Leong of Miami sent in this photo of his Spanish Galleon. On May 18th Nancy and I drove over to Miami to do a piece in a documentary for the Tokyo Broadcasting System, About the Bermuda Triangle I had to show putting a ship in a bottle. It will/was only shown in Japan but I was promised a copy of the tape. Hope to have it for the Conference.



Charles (Zippo) Hand sent in the following photos of re-start SIS-ing
(Glad you are getting back to building) Tops components for a Cape
Hatteras type Light House.



Above Left: The major components for a
bottled " Bush Plane", Fuselage and
pontoons carved from basswood. Wings ,
struts, tail pieces are styrene. Prop
and spinner are carved from toothpicks.

Thanks Charles, we are fine here and finally getting some rain. We might
even get our lake back.

Above Right: The Tail section of
the bottled " Bush Plane". The
Horizontal Stabilizer has a slot-
ted hole to allow cocking around
the rod , so it will pass through
the neck of the bottle.



Bill Weimer, Florence, Oregon sent in photos of some of his work.



Above: "Gjoa"



Above Right: "USS Indianapolis, SSN697."

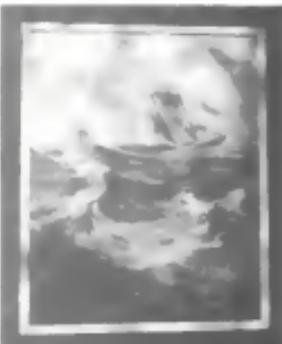


Bill shows off some of his stuff at the Florence Library last spring (95) by ships & airplanes.

The man on the right was a tail gunner on a B-17.

Photo right: One of Bills new undertakings. Nice art work Bill.

We are sorry you won't be able to make the conference but I do understand the reason. Hope you enjoy your ships reunion.





Above: The "Margaret Haskell" in a 3" long by $1\frac{1}{4}$ diameter medicine vial, scale is 1:2160. Done by John Fox III of Birchwood Wisconsin. John wrote that since the Margaret Haskell was built as an East Coast coal vessel "I decided to mount the vial on a small lump of coal. The coal was washed and sealed with sanding sealer to keep it from being a big mess. Thanks John and I will have to get back to you and other members as to leaving models on display at Eaton Booge.
Below: For all of you Northerners who might have forgotten, Harold Whiting of Plainfield New Jersey sent in the reminder seen here. Remember winter is only a few months away.

(P.S.) That fence is 42" high.



INEXPENSIVE TOOL HOLDER

When working on one of my projects my tools soon get spread all over my work bench and roll off onto the floor. I have come up with a very inexpensive means of corralling my tools yet having them at my fingertips for instant usage.

It starts with a \$0.57 plastic tube from the golf dept. of Walmart, and a base of anything that measures about 3 X 6. It ends up as shown in photo No. 1.

The hardest part is neatly cutting the plastic tube. This was accomplished with the very crude jig shown in photo No. 2. The jig consists of a short piece of corner molding from the scrap barrel, a C-clamp and wood block as a length stop, and a knife with the blade worked thru the molding with about 3/16th of the blade sticking thru.

Adjust the block to the desired length and then with the tube held firmly against the block, rotate it slowly against the point of the knife blade. A nice neat cutoff section of tubing results.

I ended up with 7 pieces of tubing in 4 lengths. These were glued to the base. (I used a piece of wall paneling) I also glued the tubes to each other where ever they touched.

Photo No. 3 shows how my holder looks in every day usage.

by John E. Nodel



Photo # 1.

Photo # 2.

Photo # 3.

SHIPS IN BOTTLES
J.P. Lauder & R. H. Briggs
Percival & Marshall Co. Ltd. London, 1949
Reviewed by Alex Bellinger

The bibliography on the literature of ships in bottles lists the second book in English to appear as *Model in Bottles* by R.F.C. Bartley. It was the above title, not Bartley's that was next on the scene. Any doubt can be cleared up by the first page of Bartley's, where he refers to this little volume by Lauder and Briggs.

This little paperback follows Clive Monk's book by only a year and is very similar. Like Monk, the authors assume the reader has never built a ship in bottle and devote most of the book to taking the reader through their first example. Also like Monk's, the example chosen is a clipper ship type similar to Cutty Sark. Finally, a four masted bark is offered as a challenging project at the end of the book.

Unlike Monk's book, the presentation is clearer and better organized. The project is not as burdened with extra steps and details. The drawings and text are much clearer. There are more and more photographs and the results are more appealing than Monk's. Although starting a beginner with a full rigged ship is ambitious, the reader has a better chance of successfully completing the job presented here than Monk's project. The attention paid to the step of bottling the ship is particularly well done, written to encourage as well as inform. There are a few good ideas in general for experienced builders too, especially in the last chapter on the four masted bark.

This is a short book, only 74 pages long including glossary and index, and can easily be read in an evening. However, it was never intended to read straight through like this, but to be on the workshop table, and read as each step in the project came up. Again like Monk's, the value of this early reference will be in the glimpses into that period of craftsmanship it gives us. Even though it has been less than 50 years since this was published, it seems like a very different world. The authors write familiarly about Eno's Fruit Salt bottles, Seccotine and ordering laboratory flasks through Massa, Griffin & Tatlock. Threads and sewing needles are listed by numeric weights and sizes no longer in use today. Everything is in English measure - not a hint of metric anywhere. And the publishers were confident enough in the value of currency to print the price - three and sixpence - right on the cover.

If you come across this in an old book shop it may not add much to your knowledge and technique. It will add to your appreciation of earlier ship in bottle building and may even get you to build a square rigger their way, just for the fun of it.

NOTES FROM THE MEMBERSHIP CHAIRMAN

Every year I rent my home in Coronado for two months and move across town to a friends house. Time gets tight about the time I leave so I apologize if I have missed your letter or failed to include your material in these member notes. This year I was out of the house on the 28 of June and will return about September 3rd. I can still be reached at my regular mailing address if you are paying your dues or need membership information.

For those whose names did not appear in the roster, my apologies. Producing that document was, for me, a complicated affair, and most complicated affairs do not go smoothly. Maybe next time.

And so, please add: Saul Bobroff, 31 Washington St., Beverly, MA 01915

Christopher F. Walsh, Jr. 54 Broadway Lane, Fairfield, NJ 07004

Klaus Reuter, Hanselmanstr. 34, 80809 Munchen, Germany

BOTTLE NOTE: If you live in one of the areas where Crate and Barrel Stores abound (Chicago, Detroit, Minneapolis, Dallas, Houston, Boston, New York, Atlanta, Palm Beach, Boca Raton, Washington, D.C., and up and down California) take the time to go by and look at the beautiful Czechoslovakian IONA Crystal decanters. These bottles are round and can hold a model measuring 3 1/2 inches in length and 3 1/2 inches in height, and have a 1 inch bottle neck. They are topped with a solid glass flared stopper. If you are tired of stuffing your masterpieces into common glass jugs these beauties sell for \$20.00 each and will set off any model to great advantage. As I have said before, your models may be around for 500 years. Why not put them inside the best available glass.

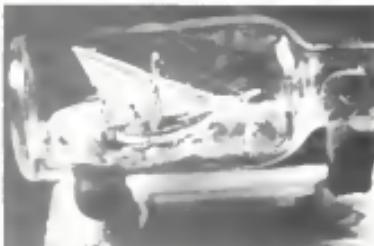
CATALOG: One of the better modeling catalogs is produced by the Rocky Mountain Shipyard, 590 Ronlin St., Grand Junction, CO 81504. Call them at 1/800/546-7447. They are in their sixth year now and the catalog has "books and plans (plus a few other odds and ends) for ship modelers, naval and marine historians, and anyone else with an interest in ships and the sea." Most books and items discounted and shipping is free with an order of \$35.00 or more. Good outfit run by a nice lady, Lisa Dalessandro Norman.

POSSIBLE SIB SHOW: Received a letter from a Musee de la Civilisation in Quebec wanting to do a 1997 presentation of art in miniatures and we are candidates. Sent a bunch of stuff their way but have not yet heard back. The Newport Maritime Museum in Newport Beach, California can't help us out for the near future. They lost a major benefactor and need funding badly.

ANOTHER SHOW POSSIBILITY: Member Adam Mello, Calistoga, CA, wrote to the San Francisco Maritime Museum and threatened to drop his membership if they wouldn't display some of the SIB languishing in their storeroom. Surprisingly he received a letter from the Superintendent telling him that the master would be recuffed and that bottled models will be put on display later this year. It does pay to write and suggest. Great work Adam. Our thanks.

BOTTLE SHIPWRIGHT INDEX: Saul Bobroff's outstanding index of Bottle Shipwright articles is now available. It consists of 32 pages and comes with three holes punched in the side so that it can be kept in a loose leaf binder and so that future pages can be added. It is an astonishing reminder about just how much ship bottling lore can be accumulated over an 18 year period. We all owe Saul a sincere "Thank you" for his effort.

New member Joseph M. Meehan, of Flagstaff, AZ sent in this photo of the San Francisco felucca WANDA P. which he built from plans in my book. It is a fine little model with a hull length about the size of a ten cent piece and a miniature helmsman.



San Francisco felucca WANDA P. by Joseph M. Meehan

Klaus Reuter, our member in Munich, Germany, had a chance to spend five weeks in the USA recently and checked out the redwoods in Oregon, the steep streets of San Francisco, cooked in Death Valley, looked out over the Grand Canyon and lost \$5.00 in Las Vegas. He has seen more of the country than I have, but he certainly hasn't lost as much in Las Vegas. Klaus also relates the stories of ship-in-bottle gift giving. I quote him here: "Four years ago we visited a friend of our family who lives in Delhi, India and I made for my friend Shri Krishna a Ship-in-A-Bottle. I told him, facetiously, 'If it is broken send it to me in Munich and I will mend it' In January I received a parcel from India which clinked. At first we thought it was a gift, perhaps porcelain, broke, but it was my ship-in-a-bottle, broken. My friend has two little grand-sons, both of them vivacious, and one of them had achieved the act. I look for someone to repair it."

Our good friend, Juno Okada, editor of the Japanese SIB magazine BOTTLE SHIP has just finished work on a spectacular old warship (circa 900 AD) which participated in the invasion of Mongolia. He has promised a photo for our next edition. Juno made a fast visit to San Francisco in June to visit his youngest daughter and husband who are on a five year contract there. Too little time to visit, but we look forward to a return visit.

Those of you who receive Model Ship Builder Magazine will be familiar with the work of John Fox III who has written many SIB articles for that fine magazine. John sent these photos of two recent works, The U.S Revenue Cutter, JOE LANE (circa 1860) and the U.S. Navy Brig of War, NIAGARA in a vertical bottle. Both are testimony to the John's skill and dedication to the ship boating art.

If anyone doubts that the World Wide Web lacks drawing power please know that I have received three requests for information about the SIBAA via the internet since I went "on line" in January. What is especially interesting is that one request came from England, one from Canada, and the other from a U.S. Navy man. The net is indeed "world-wide. The following internet addresses have been received following my request in the last edition of Bottle Shipwright.

My internet address remains: hubbardin@aol.com

Back to work.


John Fox III



U.S. Revenue Cutter, JOE LANE by John Fox III



Brig of War, NIAGARA by John Fox III

2nd. International Ship-in-Bottle - Congress

October 4.-6. 1996 at the Ship-in-Bottle Museum Wedel / Hamburg

Temporary Programme

Friday, 4.10.1996:

from 10.00 : Meeting of the Participants
13.00 - 14.30 : Lunch * DM 25.-
14.30 - 19.00 : Conversations, preparing the display of SiB for the contest
19.00 : Official opening of the 2. International SiB-Congress
19.30 : Dinner * DM 25.-
21.00 : SiB Video- and Movie Show
Later on : Free time and open Discussion

Alternative Programme: 15.00 - 19.00: Harbour Cruise by Boat departing from Wedel * DM 20.-

Saturday, 5.10.1996:

10.00 to 13.00: Welcome for delayed participants
Videos-, Movie- and Slide Shows
Preparing the display of delayed entries for the contest
13.00 - 14.30 : Lunch * DM 25.-
14.00 - 16.00 : Ship-in-Bottle Contest
16.00 - 18.00 : Workshops
19.00 - 19.30 : Decision and Prize Award for the Ship-in-Bottle Contest
19.00 - 20.30 : Dinner * DM 25.-
21.00 to ? : Bustour "Hamburg at Night" including Snelverbahn etc. * DM 20.-

Alternative Programme: 10.00 - 19.00: Hamburg sightseeing bustour with a lot of time for shopping at the City of Hamburg. * DM 20.-

Sunday, 6.10.1996:

10.00 - 13.00: Workshops,etc.
13.00 - 14.30: Lunch * DM 25.-
14.30 - 15.00: Farewell-Party

Alternative Programme: 9.30: Bustour to Travemünde: Visit at the 4-masted Barque PASSAT and participation at the prize award for the SiB contest "75 Years PASSAT". Lunch and return to Hamburg (approx. arrival time 16.00) * DM 50.-

We worked out the most competitive rates for your food, accommodation, transport etc. The rates are approximate as of May 1996. Whenever you select another source, no problem. Please note, if you make a reservation with us and you want to cancel it, please do this as soon as you can as late cancellations may result in a charge to you.

We wish you a very interesting and happy 2nd. SiB Congress !

Important Notice to the 2nd International Ship-in-Bottle Congress

The final programme for the Congress will be released some weeks before the event. This is due to the fact that the final schedule is depending on the entries of the participants i.e. Slide Shows, Videos etc. However, the Convention will start on October 4 from 10 a.m. with the arrival and welcome of the participants and the display of the handicrafted Ships-in-Bottles for the contest (1pc. per participant, max. 3 litre size).

There is a good Hotel within walking distance to our SiB-Museum. The room rates (including breakfast) are approx. US\$ 100.00 (DM 150.-) for a double room and DM 118.- for single room. Please contact the Hotel directly but mention the SiB-Congress because the Hotel will give priority to the congress participants.

Hotel Senator Marina
Hafenstr. 28
22880 Wedel
Tel. ++49-4103-807 70
Fax: ++49-4103-807 72 50

There are some more Hotels in Wedel but not within walking distance. In case you want a cheaper accommodation please feel free to contact me anytime.

The SiB Museum is located inside the Welcome Point Restaurant Complex (Schulauer Fährhaus), a famous tourist spot in Hamburg. Located at the Elbe river, all in- and outgoing vessels are greeted by big loudspeakers with their National Anthems.

Postal Address: Schulauer Fährhaus, Pamaßwieg, D-22880 Wedel / Hamburg, GERMANY
Telephone: ++49-4103-830 94 (Restaurant) or ++49-4103-819 78 (SiB Museum), Fax ++49-4103-2303

The place is located approx. 25 KM from the Hamburg town center. To avoid costly Taxi rides we recommend to use the City Train (S-Bahn) line S1 to Wedel, then from the Wedel station by Bus 189 (3 stations, Elbstrasse)

Please send your confirmation of participating to my office:

BUDDEL-BINI
Lokstedter Weg 68
D-20251 Hamburg, GERMANY

Tel. ++49-40-46 28 52
Fax: ++49-40-47 40 03

If you have interesting entries for the Congress (i.e. Videos, Slide Shows, Lectures etc.) please inform me a.s.a.p. I will do my best to accomodate it.

Best regards from Hamburg,

Jochen Binikowski

P. S. The address of the Hamburg Tourist Information: Mönckebergstr. 14, D-20095
Hamburg, Tel. ++49-40-300 51 300 or ++49-40-300 51-0 Fax: ++49-40-300 51 253

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NEWS RELEASE

Monday, June 3, 1996

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Public Information: PHILIP COHEN (212) 748-8615

SOUTH STREET SEAPORT MUSEUM TO HOST SIXTH ANNUAL NEW YORK SHIP AND BOAT MODEL FESTIVAL

**SATURDAY & SUNDAY, AUGUST 3 & 4, 1-5 pm
PIER 16, EAST RIVER**

Every year, scores of model boat builders converge on New York's South Street Seaport Museum, models in hand, ready to introduce visitors to the wide range of model building traditions. The artists will demonstrate their skills and techniques, discuss their motives for constructing models, and describe their unique approaches to this age-old art form. The festival is free and open to all ship and boat model builders. (Registration required. Call (212) 748-8615)

Visitors will have the opportunity to view over 150 different models from classic sailing vessels to working steamboat models plying the waters of the festival pond. Future model builders will not be overlooked: children will be able to create their own fanciful and floatable mini-ships between 2 and 4 pm.

Admission to the festival and workshop is free.

The South Street Seaport Museum interprets the history of New York as a world port, a place where goods and labor are exchanged and people of diverse communities interact. The museum is open 10-6 daily, until 8 Thursdays. Admission tickets (\$6 adults, \$4 students, \$3 children, free to members) provide entry to all galleries, tours and historic ships.



Contact:
Eugene L. Lasson
NRG Essay Award Chairman
9223 Presidential Drive
Alexandria, VA 22309
Telephone (703) 340-2111

1 September 1995

FOR IMMEDIATE RELEASE

NAUTICAL RESEARCH GUILD ANNOUNCES 1996 ESSAY AWARD

For over forty-five years, the international Nautical Research Guild has promoted the scholarly study of all facets of past and present maritime endeavor. The Guild's focus includes naval and merchant ship-and boatbuilding, naval architecture, fishing, yachting, and equipment of vessels. Significantly, the research and opinions of Guild members are frequently expressed through the media of historically accurate ship models, other maritime artwork, and essays which appear as articles in the *Nautical Research Journal*. The quarterly *Journal* provides a forum for ship model makers, artists, writers, and laypersons to interpret a common interest in ships from many viewpoints.

To encourage new and deeper research, the Board of Directors of the Nautical Research Guild is pleased to sponsor a 1996 Essay Award. A First Prize of \$500 and a Second Prize of \$250 will be offered to authors of essays which best exemplify the goals and ideals of the Guild. In addition, winning essays will be published in the 1997 volume of the *Nautical Research Journal*. The deadline for the receipt of entries is 1 September 1996 and winners will be announced on 19 October at the 1996 Nautical Research Guild Conference in Tulsa, Oklahoma.

The Nautical Research Guild anticipates that winning essays will demonstrate research with primary source material and that they will be well-illustrated. Essays should be non-fiction and should be between three thousand and six thousand words in length. Eligibility for the Essay Award is extended to everyone except directors and officers of the Nautical Research Guild and their immediate families.

To receive complete *Conditions of Entry*, and a "Style Guide for Contributors to the Nautical Research Journal," please write or call Eugene L. Lasson, NRG Essay Award Chairman, 9223 Presidential Drive, Alexandria, VA 22309. Telephone (703) 340-2111.

8



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Total Received _____

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 1 **2**
 1 **2** **3**



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New Member Herold Hunston of Sheffield ,England sent in the photos of some of his works. Top; "MOSSULU" four masted barque, middle; "MADA" a fully rigged Clipper, bottom a miniature in an insulin bottle.

Bottom left a three masted barque in a flask type wine bottle. Notice he hasn't even finished the wine and he has a ship in the bottle.

Bottom right, a three masted sailing ship in an insulin bottle.

(Note to Charles " Zippo " Hand , no he does not call himself Herold " sic " Hunston.

Thank you for the letter and photos Herold.

